

**Planning, Transport & Sustainability Division**  
**Planning and Rights of Way Panel (EAST) - 1<sup>st</sup> March 2016**  
**Planning Application Report of the Planning and Development Manager**

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|--|-------------------------|-----------------------------|--|
| <b>Application address:</b><br>Former Co-Op, Victoria Road, SO19 9DY.  |                         |                             |  |
| <b>Proposed development:</b><br>Redevelopment of the site. Demolition of the existing building and erection of a two-storey building to provide a Lidl food store with associated car parking. |                         |                             |  |
| <b>Application number</b>  | 15/01939/FUL            | <b>Application type</b>     | FUL  |
| <b>Case officer</b>  | Laura Grimason          | <b>Public speaking time</b> | 15 minutes   |
| <b>Last date for determination:</b>  | 04/03/2016              | <b>Ward</b>                 | Woolston   |
| <b>Reason for Panel Referral:</b>  | Request by Ward Member. | <b>Ward Councillors</b>     | Cllr Chamberlain<br>Cllr Hammond<br>Cllr Payne       |
| <b>Referred by:</b>  | Cllr Hammond            | <b>Reason:</b>              | Environmental impact of the store and loss of trees. |

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| <b>Applicant:</b> Lidl UK Gmbh | <b>Agent:</b> |
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| <b>Recommendation Summary</b> | <b>Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report</b> |
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|---|------------|
| <b>Community Infrastructure Levy Liable</b> | <b>Yes</b> |
|---|------------|

**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP12, SDP16, SDP17, SDP21, HE1 and REI5 of the City of Southampton Local Plan Review (Amended 2015) and CS3, CS13, CS14, CS18, CS19, CS20, CS21, CS22, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

|                          |                           |  |  |
|--------------------------|---------------------------|--|--|
| <b>Appendix attached</b> |                           |  |  |
| 1                        | Development Plan Policies |  |  |

## Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:

- i. Financial contributions towards site specific transport improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
- iii. The submission, approval and implementation of a Travel Plan in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- iv. The submission, approval and implementation of a Servicing Management Plan in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- v. The submission, approval and implementation of a Waste Management Plan in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- vi. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- vii. The submission, approval and implementation of a Carbon Management Plan setting out how carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013);
- viii. The submission, approval and implementation of a Construction Traffic Management Plan in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013).

2. In the event that the legal agreement is not completed within three months of the Planning and Rights of Way Panel, the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement; and

3. That the Planning and Development Manager be given delegated powers to add, vary and / or delete relevant parts of the Section 106 agreement and / or conditions as

necessary. In the event that the scheme's viability is tested prior to planning permission being issued and, following an independent assessment of the figures, it is no longer viable to provide the full package of measures set out above then a report will be brought back to the Planning and Rights of Way Panel for further consideration of the planning application.

## **1.0 The site and its context**

- 1.1 The application site is approximately 9700 sq m and is located to the south of Obelisk Road and to the east of Victoria Road. The site is located within Woolston District Centre. At present, the site houses the former Co-Op store which has a gross internal floorspace of 1486 sq m. This building is currently vacant. The existing, single storey building has a height of approximately 6.5m at its highest point dropping to approximately 4m at its lowest point. On site car parking associated with this existing vacant store is available in the form of 2 separate car parking areas, one adjacent to the Obelisk Road boundary and one adjacent to the Victoria Road boundary. A total of 82 car parking spaces are provided at the current time.
- 1.2 The application site is approximately 2m higher than the neighbouring residential road of Thorneycroft Avenue. Furthermore, site levels increase in a northerly direction towards Obelisk Road. As a result, Obelisk Road is approximately 3m higher than the application site. There is an existing vegetated bank sloping upwards from the site to Obelisk Road. This boundary is also heavily screened by a number of mature trees protected under the Southampton (Obelisk Road) TPO 1975.
- 1.3 The principal access to the site at the current time is from Victoria Road. There is an existing roundabout which was constructed as a requirement of the permission for the Co-Op store.
- 1.4 The site is located close to the Old Woolston 1 Conservation Area. The boundary of this designated heritage asset extends up to 27 Obelisk Road.
- 1.5 The surrounding area is predominantly residential in character with a range of detached, semi-detached and terraced dwellinghouses along Obelisk Road, Mirabella Close and Thorneycroft Avenue in addition to more recent flatted developments along Victoria Road.

## **2.0 Proposal**

- 2.1 Permission is sought for the demolition of the existing Co-Op store and its replacement with a two storey building to provide a Lidl food store with a gross internal floorspace of 2532.5 sq m. This proposal would result in an increase of 1046.5 sq m of gross internal retail floorspace in this location. The size of the proposed store has been reduced from 2720 sq m during the lifetime of this application.
- 2.2 At ground floor level, the sales floor would occupy an area of 1551 sq m. Delivery and storage space, freezers, chillers, an in-store bakery, a cash room, a utility room and a disabled WC would also be provided at ground floor level. In total, the gross internal floor area of the ground floor would be 2318 sq m.

- 2.3 Additional accommodation would be provided at first floor level to provide office accommodation and a staff room. In total, the gross floor area of the first floor would be 214.5 sq m.
- 2.4 The building would comprise a low level rendered wall positioned beneath aluminium cladding to both the side and rear elevations and a glazed, full height curtain walling system to the front elevation. The main entrance would be located at the north west corner, fronting the proposed car parking area. The proposed store would be located within the southern half of the site. At its highest point, it would have a height of approximately 7.6m sloping down to approximately 5.2m at its lowest point. There would be a modest projection to the eastern elevation (approximately 4.6m in height) which would be for deliveries.
- 2.5 A total of 115 car parking spaces would be provided on site (an increase of 33) including 7 disabled parking spaces and 5 parent and child parking spaces. The parking area would largely remain unchanged from its current arrangement with one parking area (spaces 1 – 49) provided along the Obelisk Road boundary and one parking area (spaces 50 – 115) along the Victoria Road boundary. A delivery bay for a single HGV would be provided adjacent to the delivery area.
- 2.6 The existing vehicular access to the site would be retained. This is also the main access for pedestrians travelling to the site. The existing pedestrian access to Obelisk Road would be retained (located adjacent to car parking spaces 50 – 59) and an additional stepped pedestrian access would be provided on the corner of Obelisk Road and Mirabella Close.
- 2.7 The majority of trees (16 in total) protected by the Southampton (Obelisk Road) Tree Preservation Order 1975 would remain along the Obelisk Road boundary. A total of 8 trees along this boundary would be felled. These trees are considered to be of a lower amenity value. 4 trees are proposed to replace these. A further 20 trees would be planted around the perimeter of the site along Mirabella Close, Obelisk Road and Thorneycroft Avenue. Additional landscaping would be provided within the car park.
- 2.8 The proposed store would provide an equivalent of 23 full time jobs (5 full time and 35 part time).

### **3.0 Relevant Planning Policy**

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) came into force on 27<sup>th</sup> March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies

accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

#### **4.0 Relevant Planning History**

- 4.1 In 2001, conditional approval (ref.01/00368/FUL) was granted for the construction of a food retail store with associated parking and servicing. (Amended site layout and elevations). Condition 18 of this previous permission limited hours of operation to the hours of 07:00 to 22:00 daily.
- 4.2 In 1997, conditional approval (ref.970534/E) was granted for the erection of a retail store with associated parking and service area. Condition 18 of this previous permission also limited the hours of operation to the hours of 07:00 to 22:00 daily.
- 4.3 In 1995, conditional approval (ref.941319/E) was granted for the redevelopment of the site for residential purposes. This was an extension of a previous scheme which granted permission for the redevelopment of the site for residential purposes in 1992 (ref.911073/E).

#### **5.0 Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (23/10/2015) and erecting a site notice (20/10/2015). Following the submission of amended plans, further notification was undertaken in the form of additional letters to all neighbours who were originally consulted and who had at that time, commented on the application. Further letters were sent out on the 28/01/2016. At the time of writing the report, **391** representations have been received from surrounding residents and local Councillors. **382** (10 received following second round of consultation) of these are in support of the proposal and **3** are in objection to the proposals. **6** are neutral. The following is a summary of the points raised:

##### Objections

- 5.1.1. **The proposed delivery area would be positioned in an inappropriate location and would give rise to additional noise and disturbance for neighbouring residential properties. A more suitable position for the delivery area and loading bay should be found.**

*Response: The City Council's Environmental Health team have been consulted on this proposal and have raised no objection with regards to the impact of the proposed delivery area on nearby residential properties. A delivery management plan has been requested to ensure that deliveries are undertaken at appropriate times and to ensure best practice procedures are in place. Furthermore, an adequate separation distance of approximately 20m would remain between the closest residential properties along Mirabella Close and the proposed delivery area. This, combined with new boundary screening would further reduce the impact of the proposed delivery area. Regard should also be given to the presence of an existing store on site which also had deliveries associated with it during its operation.*

**5.1.2 Refuse collection for the proposed store would give rise to additional noise and disturbance to the detriment of the residential amenities of neighbouring occupiers.**

*Response: The City Council's Environmental Health team have been consulted on this proposal and have raised no objection with regards to the impact of the refuse collection associated with the proposed store on nearby residential properties. A waste management plan has been requested to ensure that refuse collection is undertaken at appropriate times and to ensure best practice procedures are in place. Regard should also be given to the presence of an existing store on site which also had refuse collection associated with it during its operation.*

**5.1.3 The proposed scheme would result in the removal of a number of protected trees on site.**

*Response: The initial scheme sought to remove an entire group of protected trees along the Obelisk Road boundary of the site. The proposed scheme has however, been amended. Amended plans retain all but 8 of the protected trees. The City Council's Trees Team have confirmed that this is acceptable. Furthermore, additional planting is proposed around the boundary of the site to provide additional screening.*

Support

- 5.1.4 This proposal would establish a much needed, additional food store within this part of the City. A good quality discount retailer is desperately needed in this location and the proposed store would serve the retail needs of local residents, diversifying the retail offer in the City and encouraging residents to shop locally rather than travelling outside the City.
- 5.1.5 The proposed store would serve new residential development within the area, particularly the new residential properties currently underway as part of the Centenary Quay development. It would also provide a much needed retail store for low income households within the area.
- 5.1.6 The proposed scheme would bring the application site back into use. This site has become an eyesore since the Co-Op store closed, attracting anti-social behaviour, graffiti and fly tipping. The site has also become overgrown due to poor maintenance since the store has closed. If the proposed development is not approved, this situation will only worsen.
- 5.1.7 The proposed store would result in more jobs for local residents and would boost the local economy.
- 5.1.8 The proposed store would encourage other businesses to move to the Woolston area and would enhance Woolston District Centre which is currently struggling.
- 5.1.9 Lidl have a strong commitment to recycling and low waste development. Sustainable building techniques will also be utilised.
- 5.1.10 The proposed store would have a modern building constructed using high quality materials. It would fit in with modern developments being constructed at

the nearby Centenary Quay site and would enhance the overall appearance of the area.

- 5.1.11 The proposed store would be located within an accessible location and would serve local residents.
- 5.1.12 Additional car parking on site is welcomed.
- 5.1.13 The retention of the protected trees on site and the additional planting which has been secured through amended plans is welcomed and would enhance the overall appearance of the surrounding area.

## 5.2 Consultation Responses

### 5.2.1 SCC Highways – No objection.

#### **Access arrangements**

The site access to the proposed new store is to remain unchanged, utilising the roundabout on Victoria Road. Visibility splays are proven to give adequate visibility for vehicles using the store access.

#### **Parking provision**

Due to the site being adjacent to the edge of the District Centre this would be classed as being an accessible location. The level of parking provision equates to 1 space per 24m<sup>2</sup> gross floor area, which falls between our minimum and maximum parking permitted levels.

#### **Cycle parking provision**

The applicant states on the form that 28 cycle parking spaces are to be provided, it is clear from the plans that 10 spaces are to be provided and a condition will be required to cover the provision of the remainder.

#### **Servicing**

The applicant has identified that articulated delivery vehicles can enter and leave the site in a forward gear, and utilise the goods in delivery bay at the eastern end of the building.

I raise no objection to the proposal subject to the following conditions and the completion of the S106 agreement:

1. The sight lines indicated on drawing no. 5192.001 shall be maintained and kept clear at all times, with nothing permitted above 600mm in height within these areas.
2. Details need to be agreed for the provision of the cycle parking provision for both customers and staff. Customer cycle parking needs to be covered, and staff cycle parking must be in a weatherproof secure area and locker and shower facilities provided.
3. The parking area shall be available and marked out prior to commencement of the trading of the new store.
4. A car park management plan will be required to ensure that the dwell time of

any vehicle within the car park shall not exceed 5 hours (with the exception of permitted staff parking) to accord with the ethos of parking within the Woolston area. This is to prevent abuse of the car park by city commuters.

5. A Construction and Environment Management plan will be required to be agreed prior to commencement of development. This will need to include details of contractor parking.

6. A delivery management plan is required.

#### **5.2.2 SCC Environmental Health (Pollution and Safety) – No objection subject to conditions.**

No deliveries or refuse collections shall be taken in or dispatched from the premises outside the following times 07.00hrs - 21.00hrs.

Furthermore the recommendations specified in the Acoustic Report prepared by Acoustic Consultants Ltd, dated July 2015, Ref: 6098/BL/pw in relation to preventing unacceptable delivery noise, including the erection of an acoustic barrier, must be adhered to and an additional report submitted by the applicant in due course to confirm that the recommendations have been fully implemented.

Prior to the installation of any fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment to be installed in connection with the development hereby approved details, including acoustic specifications shall be submitted to and approved in writing by the Local Planning Authority.

The plant sourced must meet the selection criteria detailed in the Acoustic Report prepared by Acoustic Consultants Ltd, dated July 2015, Ref: 6098/BL/pw and an additional report submitted by the applicant in due course to confirm that the recommendations have been fully implemented.

#### **5.2.3 SCC Heritage Conservation – No objection.**

The amended plans will have a negligible impact on the Conservation Area, and are supported.

#### **5.2.4 SCC Ecology – No objection.**

The revised layout is a significant improvement on the earlier version and will largely safeguard the existing biodiversity. In addition, approximately 50% of the species within the proposed planting is of recognised value to wildlife.

I still have concerns about the impact of lighting however, it should be possible to address these through appropriate planning conditions.

#### **5.2.6 SCC Employment – No objection.**

An Employment and Skills Plan obligation will be required for the construction and end use phases of the development, under the section 106 Agreement.



**5.2.7 SCC Environmental Health (Contaminated Land) – No objection.**

This department considers the proposed land use as being sensitive to the effects of land contamination.

Records maintained by SCC - Regulatory Services indicate that the subject site is located on/adjacent to the following existing and historical land uses;  
- Works (on site)

These land uses are associated with potential land contamination hazards.

There is the potential for these off-site hazards to migrate from source and present a risk to the proposed end use, workers involved in construction and the wider environment.

Therefore, this department would recommend that the site be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site. This can be secured through planning conditions.

**5.2.8 SCC Sustainability – No objection.**

If the case officer is minded to approve the application, conditions are recommended in order to ensure compliance with policy CS20 to cover BREEAM standards, energy and sustainable urban drainage.

**5.2.9 City of Southampton Society**

Lidl propose a bleak warehouse design lacking sufficient mature trees to shield it from our eyes.

**5.2.10 SCC Trees Team – No objection.**

With regards to the revised plans, the placement of the retaining wall to facilitate additional parking areas will have a very little impact to the trees health, therefore I do not object to this proposal.

As the design of the carpark has changed, I no longer feel that it is feasible to plant trees within the parking area, therefore I would request that a landscaping plan be provided to show the location and species of trees to be planted around the boundary.

It would appear that the soil conditions are poor, therefore to give the newly planted trees the best possible chance of establishing and reaching their full potential, I would ask for planting pit designs to be provided.

As guidance, I would be looking for larger species of trees and being both broadleaf and pine species. There has been some considerable planting as part of the former Vosper site and the new planting for Lidl can mirror this and I hope achieve a continuation of the planting design so it naturally flows rather than choosing all completely different species.

**5.2.11 SCC Design – No objection.**

Significant landscape enhancement will be required around the north and east boundaries of the site.

#### 5.2.12 **Southern Water – No objection subject to conditions.**

### **6.0 Planning Consideration Key Issues**

6.1 The key issues for consideration in the determination of this planning application are:

- The principle of development.
- Design and heritage.
- Impact on protected trees and ecology.
- Residential amenity.
- Highways safety, car and cycle parking and servicing.

#### 6.2 Principle of Development

6.2.1 The principle of retail development has long been established on this site following the grant of planning permission for retail stores under the following schemes:

- Planning ref.970534/E for the erection of a retail store with associated parking and servicing area (permitted in 1998).
- Planning ref.01/00368/FUL for the construction of a food retail store with associated parking and servicing (permitted in 2003).

6.2.2 Chapter 2 (Ensuring the Vitality of Town Centres) of the National Planning Policy Framework (NPPF) advises that Local Planning Authorities should apply a sequential test to planning applications for main town centre uses, directing main town centre uses such as the one being proposed to designated centres first.

6.2.3 The application site is located within Woolston District Centre as designated by saved Local Plan Policy REI5 (District Centres). This policy states that: 'Development proposals should be in scale with the District Centre and should maintain and where possible enhance, its vitality and viability. Such proposals will be permitted if: (i) on the ground floor the use falls within classes A1, A2, A3, A4, A5, D2 or other use offering a direct service to the public'. Paragraph 8.3 of this document advises that with regards to food expenditure in the city, there is significant leakage from the eastern part of the city to large food stores located in Hedge End given the relatively limited food store provision within this part of the city.

6.2.4 Core Strategy policy CS3 (Town, District and Local Centres, community hubs and community facilities) states that: 'The Council will support the role of town and district centres in providing shops and local services in safe, accessible locations. New development should make a contribution to the centre's vitality and viability, promote and enhance its attractiveness, respect where possible the historic street patterns and building lines and improve its connectivity to surrounding residential neighbourhoods'.

6.2.5 The proposed store would provide additional employment within the City and

would be in accordance with Core Strategy policy CS24. This would be secured through the provision of an Employment and Skills Plan in the S106 agreement.

6.2.6 The proposed store is approximately 1046.5 sq m larger than the existing Co-Op store and would be located within Woolston District Centre where retail uses of this scale are considered to be appropriate. Having regard to national and local planning policies, it is considered that the proposed store would be acceptable in principle. This scheme would bring a vacant site back into effective use and would consequently enhance the vitality and viability of Woolston District Centre. The proposed store would provide additional food retail within the eastern part of the city, enhancing choice for local residents.

### 6.3 Design and Heritage

6.3.1 The site layout has been amended during the lifetime of this application following extensive negotiation with the applicant. Initially, the store was positioned within the northern half of the site with the longest side elevation positioned adjacent to Obelisk Road. This option necessitated the complete removal of a group of trees protected under the Southampton (Obelisk Road) Tree Preservation Order 1975. The applicant was advised that objection to the removal of these trees had been raised by both the Trees and Ecology teams. Concerns had also been raised by the City Design and Heritage teams. The site layout has subsequently, been amended to address these issues.

6.3.2 The surrounding area is predominantly residential in character with residential properties along Obelisk Road, Mirabella Close and Thorneycroft Avenue typically comprising a mixture of two and three storey dwellinghouses and flatted accommodation. More recent development along Victoria Road comprises 6 storey flatted blocks with commercial uses at ground floor level as part of the wider Centenary Quay development.

6.3.3 The proposed store would be located within the southern half of the site adjacent to the southern site boundary. At its highest point of approximately 7.6m, the proposed store would be approximately 1.1m taller than the existing Co-Op store. This relatively modest increase in height is considered to be appropriate in this location.

6.3.4 The proposed building would comprise a low level rendered wall positioned beneath aluminium cladding to both the side and rear elevations and a glazed, full height curtain walling system to the front elevation. The front elevation would be the most interesting elevation in terms of visual amenity given the use of a glazed curtain walling system. This is considered to be appropriate given that this would be the most visible elevation of the store. It is acknowledged that the side and rear elevations are more limited in terms of visual appearance due to the use of aluminium cladding however this is typical with this type of retail store.

6.3.5 At present, the site is well screened by the large, mature trees along the Obelisk Road boundary which are protected under the Southampton (Obelisk Road) Tree Preservation Order 1975. These trees are positioned on a landscaped bank within the boundary of the site which is approximately 3m higher than the site at its highest point. Due to the presence of this established landscaping, the existing Co-Op store is not overly visible from Obelisk Road. This is advantageous given the proximity of the site to the Old Woolston 1 Conservation

Area boundary and having regard to the importance of protecting the setting of this designated heritage asset. The proposed layout retains the majority of these protected trees and the landscaped bank meaning that the site would continue to be well screened when viewed from Obelisk Road. It also seeks to provide additional planting along this boundary. Whilst it is not ideal to have a long, blank side elevation fronting Obelisk Road, the retention of substantial screening along this boundary combined with the retention of an acceptable set back from the northern boundary and the introduction of additional planting would ensure that the proposed store would not be overly visible from Obelisk Road. Furthermore, it is considered that this proposal would preserve the character and appearance of the Old Woolston 1 Conservation Area in accordance with section 72 of the Planning (Listed Buildings and Conservation Areas Act) 1990.

- 6.3.6 Limited screening along the southern boundary of the site means that the existing Co-Op store is visible from Thorneycroft Avenue. This is exacerbated by the position of the site approximately 2m higher than this neighbouring residential road. The southern elevation of the proposed store would comprise a long, blank side elevation. The scheme does however, propose substantial landscaping along this boundary. This additional planting would ensure that the proposed scheme would improve the existing arrangement by establishing additional screening to minimise the visibility of the proposed store. Its visual appearance in this location is therefore, considered to be acceptable.
- 6.3.7 Limited screening along the eastern boundary of the site means that the existing Co-Op store is also visible when viewed from Mirabella Close. Additional screening along the eastern boundary would ensure that the proposed scheme would improve the existing arrangement by minimising the visual appearance of the store in this location.
- 6.3.8 The provision of an additional stepped access to the site from the corner of Obelisk Road and Mirabella Close would enhance connectivity in the surrounding area.
- 6.3.9 Proposed landscaping within the car park would successfully break up the hardstanding within the car park, improving the existing arrangement.

#### 6.4 Impact on Protected Trees and Ecology

- 6.4.1 Through extensive negotiation with the applicant, it has been possible to secure the retention of the majority of the group of trees along the Obelisk Road boundary protected under the Southampton (Obelisk Road) Tree Preservation Order 1975. A total of 8 trees along the Obelisk Road boundary would be removed as a result of this proposal to provide additional space for car parking. These are as follows:

T3: Sycamore.

T4: Cherry.

T6: Cherry.

T8: Sycamore.

T10: Sweet Chestnut.

T11: Sweet Chestnut.

T13: False Acacia.

T15: False Acacia.

With the exception of T8 and T11, these trees are considered to be of lower amenity value and no objection to their removal has been raised by the City Council's Trees team. The provision of additional planting along the Obelisk Road boundary is considered to be sufficient to overcome the loss of these trees.

- 6.4.2 Additional planting is also proposed around the southern and eastern boundaries and within the car park. A tree pit has also been proposed to ensure that new planting has a good chance of reaching maturity. The City Council's Trees team have been consulted on the proposed landscaping and are satisfied with the species and sizes which have been proposed. The landscaping scheme is therefore, considered to be acceptable.
- 6.4.3 The City Council's Ecology team have been consulted on the amended proposals and have confirmed that the retention of existing trees and provision of additional planting would be acceptable. The proposed additional planting is of recognised value to wildlife. Conditions are however, requested to ensure that any on-site lighting does not have an adverse impact in ecology terms.

## 6.5 Residential Amenity

- 6.5.1 The most affected residential properties are located along Thorneycroft Avenue and Victoria Road. These properties are approximately 2m lower than the application site given the variation in land levels in the area. It is the two maisonettes at no.1 and 1a Thorneycroft Avenue which are likely to be most affected by the proposed scheme. At the current time, these properties are located approximately 16m away from the blank side elevation of the existing Co-Op store. As mentioned previously, given the limited screening of the southern boundary of the site at present, the existing store is visible from this nearby residential road meaning that the side facing windows of these residential properties do not currently benefit from a good outlook. It is however, acknowledged that the existing store is positioned further back into the site. The side elevation of the proposed store would be located approximately 17m away from the side elevation of no.1 and no.1a Thorneycroft Avenue. It is acknowledged that this proposal would establish additional building bulk extending along the southern boundary of the site, visible from these properties. The installation of extensive planting along this boundary would however, effectively screen the proposed store from Thorneycroft Avenue, constituting an improvement on the existing arrangement. Furthermore, according to the original floorplans for these two properties (as approved under planning ref.1428/104), the two windows at first floor level within the side elevation of the property facing the application site serve a bathroom and a landing. These are not classed as habitable rooms and they do not therefore, require the same level of outlook or access to light as would be expected with habitable accommodation. Having regard to this and the existing arrangement, it is not considered that the proposed store would have an adverse impact on these residential properties in terms of loss of light or loss of outlook. The retention of a separation distance of approximately 17m and the proposed installation of additional boundary screening would also ensure that the proposed store would not have an overbearing impact or result in an increased sense of enclosure for these residential properties or their gardens. The windows at ground floor level are screened by the existing car ports and are not considered to be affected.

- 6.5.2 A separation distance of approximately 16m would remain between the rear elevation of the property located at no.53 Victoria Road and the proposed store. This property appears to be split into two flats however there is an application currently pending consideration (ref. 15/02482/OUT) for the redevelopment of the site by the erection of 3 x part three-storey dwellings (1 x three-bed and 2 x four-bed) with associated parking and amenity space. There are a number of windows within the rear elevation of this property at the current time which appear to serve habitable rooms and the proposed plans for the redevelopment of the site would also establish habitable rooms (bedrooms at first floor level and kitchen / living rooms at ground floor level) with windows facing out to the rear. The overall footprint of the building itself however, would remain the same. The retention of an acceptable separation distance and the orientation of this property to the south of the site would ensure that no significant loss of amenity by virtue of loss of light, outlook or privacy would occur as a result of this proposal. Furthermore, the introduction of extensive screening along the southern boundary of the site would effectively screen the proposed store, minimising its overall appearance and ensuring that it would not have an overbearing impact or lead to an increased sense of enclosure for this neighbouring residential property.
- 6.5.3 The side elevation of no.1 Mirabella Close would face the proposed store. This does not contain any windows and so it is not considered that this scheme would be detrimental to light, outlook or privacy for this property. Furthermore, the retention of a separation distance of approximately 20m would ensure that the proposed store would not have an overbearing impact or result in an increased sense of enclosure for this property or its rear garden.
- 6.5.4 The side elevation of 6 – 14 Mirabella Close would also face the proposed store. This property is split into flats. Its side elevation contains a number of windows which appear to serve habitable living accommodation. The retention of a separation distance of approximately 30m would ensure than the proposed scheme would not have an overbearing impact or result in an increased sense of enclosure for the flats within this block. Furthermore, no loss of light, outlook or privacy is considered likely to occur.
- 6.5.5 The delivery bay for the proposed store would be located along the eastern elevation, adjacent to Mirabella Close. To ensure no loss of amenity occurs from additional noise associated with this, planning conditions requiring a delivery management plan will be imposed. The Environmental Health team have been consulted and raise no objection to the scheme subject to conditions. Provided these conditions are satisfied, the proposed scheme is not considered to be harmful to residential amenity during the construction or operational phases.
- 6.5.6 The existing store has permitted opening hours of 07:00 to 22:00 daily. The same hours would be conditioned for the proposed store to protect residential amenity.
- 6.6 Highways Safety, Car and Cycle Parking and Servicing Arrangements
- 6.6.1 At present, there are 82 car parking spaces on site. The proposed store would have a total of 115 car parking spaces (including 7 disabled spaces and 5 parent and child spaces). There would therefore, be an increase of 33 car parking

spaces in this location.

- 6.6.2 The Parking Standards SPD advises that 1 space per 25 sq m of A1 retail floorspace (for convenience supermarkets over 2500 sq m gross floor area) should be provided in areas of high accessibility. The proposed store would be located in an area of high accessibility given its location on the edge of Woolston District Centre. It would have a gross floor area of 2532.5 sq m resulting in a maximum car parking requirement of 101 spaces. The City Council's Highways Team have confirmed that the proposed level of parking would be acceptable for a store of this size.

The Parking Standards SPD also sets out cycle parking requirements for new retail development within the city. For new retail development of this scale, the following minimum cycle parking spaces would be required:

13 long stay spaces (rounded up from 12.6)  
25 short stay spaces (rounded down from 25.32).

- 6.6.3 The submitted plans indicate that 10 cycle parking spaces would be provided. They do not however, distinguish between long and short stay. The City Council's Highways team have confirmed that additional cycle spaces would be required and as such, a planning condition will be imposed to secure these. An additional condition requiring a car park management plan would also be required. This should set out a maximum dwell time to ensure that the car park for the store is not used by commuters. This is standard practice for this part of the City which benefits from good accessibility to public transport services into the City centre and beyond.
- 6.6.4 The existing access to the site would remain unchanged with the existing roundabout on Victoria Road provided access to the site. This was constructed as a requirement of the S106 agreement for the Co-Op store approved under 01/00360/FUL in 2001. The City Council's Highways Team have confirmed that this is an acceptable arrangement. The existing road layout and access would be able to comfortably accommodate the additional vehicular movements associated with the proposed store. Conditions to secure adequate sightlines would however, be imposed.
- 6.6.5 A delivery area would be provided adjacent to the eastern elevation. Delivery vehicles would enter the site using the main entrance and would travel through the car parking area. The submitted information indicates that delivery vehicles would be able to enter and leave the site in a forward gear. This is considered to be acceptable in terms of highways safety. A delivery management plan would be required to outline delivery times and procedures in order to protect highways safety in this location.

## **7.0 Summary**

- 7.1 This proposal would bring the application site back into effective use, subsequently enhancing the vitality and viability of Woolston District Centre. Establishing additional food retail in this location would enhance the convenience food retail offer in this part of the city, providing additional choice for local residents and providing regeneration benefits. The proposed scheme is policy compliant with issues relating to the principle of development, highways

safety, transport, design and residential amenity being adequately addressed.

## **8.0 Conclusion**

8.1 It is recommended that planning permission be granted subject to a Section 106 agreement and conditions

### **Local Government (Access to Information) Act 1985** **Documents used in the preparation of this report Background Papers**

1(a), 1(b), 1(c), 1(d), 2(b), 2(c), 2(d), 2(e), 2(f), 4(g), 4(u), 4(vv), 6(a) and 6(b).

### **LAUGRI for 01/03/16 PROW Panel**

## **PLANNING CONDITIONS**

### **1. APPROVAL CONDITION: Full Permission Timing Condition (Performance)**

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

### **2. APPROVAL CONDITION: Approved Plans**

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason:

For the avoidance of doubt and in the interests of proper planning.

### **3. APPROVAL CONDITION: Details of building materials to be used (Pre-Commencement Condition)**

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include presenting alternatives on site. Development shall be implemented only in accordance with the agreed details.

Reason:

To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality.



#### **4. APPROVAL CONDITION: Sightlines specification (Pre-Commencement)**

The sightlines indicated on plan ref. 5192.001 shall be provided before the use of the building hereby approved commences. The approved sightlines shall be maintained and kept clear at all times. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 no fences, walls or other means of enclosure shall be erected above a height of 0.6m above ground level within the sight line splays.

Reason:

To provide safe access to the development and to prevent congestion on the highway.

#### **5. APPROVAL CONDITION: Cycle storage and changing facilities (Pre-Occupation Condition)**

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles for both employees and customers shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. Customer cycle parking should be covered and secure and staff cycle parking should be positioned within a secure and weatherproof storage area. A shower area and lockers shall also be provided for staff. The approved scheme shall be thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To encourage cycling as an alternative form of transport.

#### **6. APPROVAL CONDITION: Parking (Pre-Occupation)**

The parking and access shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved. The approved parking shall be used in accordance with the development hereby approved in connection with the District Centre in which it is located.

Reason:

To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

#### **7. APPROVAL CONDITION: Demolition - Dust Suppression (Pre-Commencement)**

Measures to provide satisfactory suppression of dust during the demolition works to be carried out on the site shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The agreed suppression methodology shall then be implemented during the demolition period.

Reason:

To protect the amenities of users of the surrounding area.

#### **8. APPROVAL CONDITION: Hours of work for Demolition / Clearance / Construction (Performance)**

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of:

Monday to Friday: 08:00 to 18:00 hours

Saturdays: 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect the amenities of the occupiers of existing nearby residential properties.

**9. APPROVAL CONDITION: Bonfires (Performance Condition)**

No bonfires are to be allowed on site during the period of demolition, clearance and construction.

Reason:

To protect the amenities of the occupiers of existing nearby properties.

**10. APPROVAL CONDITION: Refuse & Recycling (Pre-Commencement)**

Prior to the commencement of development, details of storage for refuse and recycling, together with the access to it, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the development is first occupied and thereafter retained as approved.

Reason:

In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.

**11. APPROVAL CONDITION: Delivery times**

No deliveries shall be taken in or dispatched from the premises outside the following times;

Monday to Saturday: 07:00 - 21:00.

Sundays and Public Holidays: 10:00 – 16:00.

Reason:

To protect the residential amenities of neighbouring occupiers and to prevent traffic congestion.

**12. APPROVAL CONDITION: Noise - plant and machinery (Pre-Commencement)**

Prior to the installation of any fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment to be installed in connection with the development hereby approved details, including acoustic specifications shall be submitted to and approved in writing by the Local Planning Authority.

The plant sourced must meet the selection criteria detailed in the Acoustic Report prepared by Acoustic Consultants Ltd, dated July 2015, Ref: 6098/BL/pw and an additional report submitted by the applicant in due course to confirm that the recommendations have been fully implemented

The development shall be implemented in accordance with the agreed details before the use hereby approved commences and thereafter retained as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect the amenities of the occupiers of existing nearby properties.

### **13. APPROVAL CONDITION: External Lighting Scheme (Pre-Commencement)**

Prior to the development hereby approved first coming into occupation, external lighting shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be thereafter retained as approved.

Reason:

In the interest of residential amenity/to minimise the impact on protected species.

### **14. APPROVAL CONDITION: Land Contamination investigation and remediation (Pre-Commencement & Occupation)**

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following phases, unless identified as unnecessary by the preceding phase and approved in writing by the Local Planning Authority:

1. A desk top study including;
  - Historical and current sources of land contamination
  - Results of a walk-over survey identifying any evidence of land contamination
  - Identification of the potential contaminants associated with the above
  - An initial conceptual site model of the site indicating sources, pathways and receptors
  - A qualitative assessment of the likely risks
  - Any requirements for exploratory investigations.
2. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
3. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scheme of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

Reason:

To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required remediation of the site is to an appropriate standard.

### **15. APPROVAL CONDITION: Reuse of uncontaminated soils**

No soils, sub-soil or other spoil material generated from the construction must be re-used on the near-surface soils unless it can be validated as being fit for use (i.e. evidently undisturbed, natural soils or, if otherwise, tested to ensure it is free of contamination).

Reason:

The property is in an area where there land has been unfilled or reclaimed. It would be prudent to ensure any potential fill material excavated during construction is not reused in sensitive areas unless it is evident that it is unlikely to present a land contamination risk.

**16. APPROVAL CONDITION: Use of uncontaminated soils and fill (Performance)**

Clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall only be permitted for infilling and landscaping on the site. Any such materials imported on to the site must be accompanied by documentation to validate their quality and be submitted to the Local Planning Authority for approval prior to the occupancy of the site.

Reason:

To ensure imported materials are suitable and do not introduce any land contamination risks onto the development.

**17. APPROVAL CONDITION: Unsuspected Contamination (Performance)**

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified, no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure any land contamination not previously identified is assessed and remediated so as not to present any significant risks to human health or, the wider environment.

**18. APPROVAL CONDITION: BREEAM Standards (commercial development) [Pre-Commencement Condition]**

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

Reason:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

**19. APPROVAL CONDITION: APPROVAL CONDITION - BREEAM Standards (commercial development) [performance condition]**

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum Excellent against the BREEAM Standard in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

Reason:

To ensure the development has minimised its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

**20. APPROVAL CONDITION: Energy (Pre-Occupation Condition)**

Written documentary evidence demonstrating that the development will at minimum achieve a reduction in CO2 emissions of 12.5% over part L of the Building Regulations shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted. Technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

Reason:

To reduce the impact of the development on climate change and finite energy resources and to comply with adopted policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

**21. APPROVAL CONDITION: Sustainable Drainage Systems (Pre-Commencement)**

Prior to the commencement of development a specification for the proposed sustainable drainage system (including green roofs) shall be submitted to the Local Planning Authority. A sustainable drainage system to the approved specification must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter. In the development hereby granted consent, peak run-off rates and annual volumes of run-off shall be no greater than the previous conditions for the site.

Reason:

To conserve valuable water resources, in compliance with and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010) and to prevent an increase in surface run-off and reduce flood risk.

**22. APPROVAL CONDITION: Landscaping, lighting & means of enclosure detailed plan (Pre-Commencement)**

Notwithstanding the submitted details as indicated on plan ref.PR-001 Rev C, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

- i. Proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. Planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. An accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise and agreed in advance);
- iv. Details of any proposed boundary treatment, including retaining walls and;
- v. A landscape management scheme.

The approved hard and soft landscaping scheme (including parking) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

Reason:

To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990.

**23. APPROVAL CONDITION: Surface / foul water drainage / sewer (Pre-commencement)**

No development approved by this permission shall commence until a scheme outlining measures to be undertaken to divert / protect the public water supply main and sewer have been submitted to and agreed in writing by Southern Water and the Local Planning Authority. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason:

To ensure satisfactory drainage provision for the area.

**24. APPROVAL CONDITION: Arboricultural Protection Measures (Pre-Commencement)**

Notwithstanding the submitted details as indicated on plan ref.PR-001 Rev C No works or development shall take place on site until a scheme of supervision for the arboricultural protection measures has been approved in writing by the LPA. This scheme will be appropriate to the scale and duration of the works and may include details of:

1. Induction and personnel awareness of arboricultural matters
2. Identification of individual responsibilities and key personnel
3. Statement of delegated powers
4. Timing and methods of site visiting and record keeping, including updates
5. Procedures for dealing with variations and incidents.

Reason:

To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2012, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees

**25. APPROVAL CONDITION: Construction Management Plan (Pre-Commencement)**

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a

Construction Method Plan for the development. The Construction Management Plan shall include details of:

- (a) Parking of vehicles of site personnel, operatives and visitors;
- (b) Loading and unloading of plant and materials;
- (c) Storage of plant and materials, including cement mixing and washings, used in constructing the development;
- (d) Treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- (e) Measures to be used for the suppression of dust and dirt throughout the course of construction;
- (f) Details of construction vehicles wheel cleaning; and,
- (g) Details of how noise emanating from the site during construction will be mitigated. The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason:

In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, and the character of the area and highway safety.

**26. APPROVAL CONDITION: No further vehicular accesses on site**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any subsequent amending order, there shall be no vehicular accesses to the site other than the existing access from Victoria Road as shown on the approved plans.

Reason:

In the interests of highways safety.

**27. APPROVAL CONDITION: Car Park Management Plan**

Prior to first occupation of the development hereby approved, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. Specifically, this shall include details of a maximum 5 hour dwell time for parked vehicles within the car park hereby permitted in accordance with existing areas of car parking within Woolston District Centre.

Reason: To prevent the use of the car park by city commuters.

**28. APPROVAL CONDITION: Piling (Pre-Commencement)**

Prior to the commencement of development hereby approved, a piling/foundation design and method statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason:

In the interest of residential amenity.

**29. APPROVAL CONDITION: Hours of Operation**

Unless otherwise agreed in writing by the Local Planning Authority, the premises to which this permission relates shall not be open for business other than between the following hours:

07:00 - 22:00 daily.

Reason:

In the interests of residential amenity.

**POLICY CONTEXT**

Core Strategy - (as amended 2015)

|      |   |
|------|---|
| CS3  | Town, District and Local Centres, community hubs and community facilities |
| CS13 | Fundamentals of Design  |
| CS14 | Historic Environment  |
| CS18 | Transport: Reduce-Manage-Invest   |
| CS19 | Car & Cycle Parking   |
| CS20 | Tackling and Adapting to Climate Change                                   |
| CS22 | Promoting Biodiversity and Protecting Habitats                            |
| CS24 | Access to Jobs  |
| CS25 | The Delivery of Infrastructure and Developer Contributions                |

City of Southampton Local Plan Review – (as amended 2015)

|       |                                       |
|-------|---------------------------------------|
| SDP1  | Quality of Development                |
| SDP4  | Development Access                    |
| SDP5  | Parking                               |
| SDP6  | Urban Design Principles               |
| SDP7  | Urban Design Context                  |
| SDP8  | Urban Form and Public Space           |
| SDP9  | Scale, Massing & Appearance           |
| SDP10 | Safety & Security                     |
| SDP11 | Accessibility & Movement              |
| SDP12 | Landscape & Biodiversity              |
| SDP16 | Noise                                 |
| SDP17 | Lighting                              |
| HE1   | New Development in Conservation Areas |
| REI5  | District Centres                      |

Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

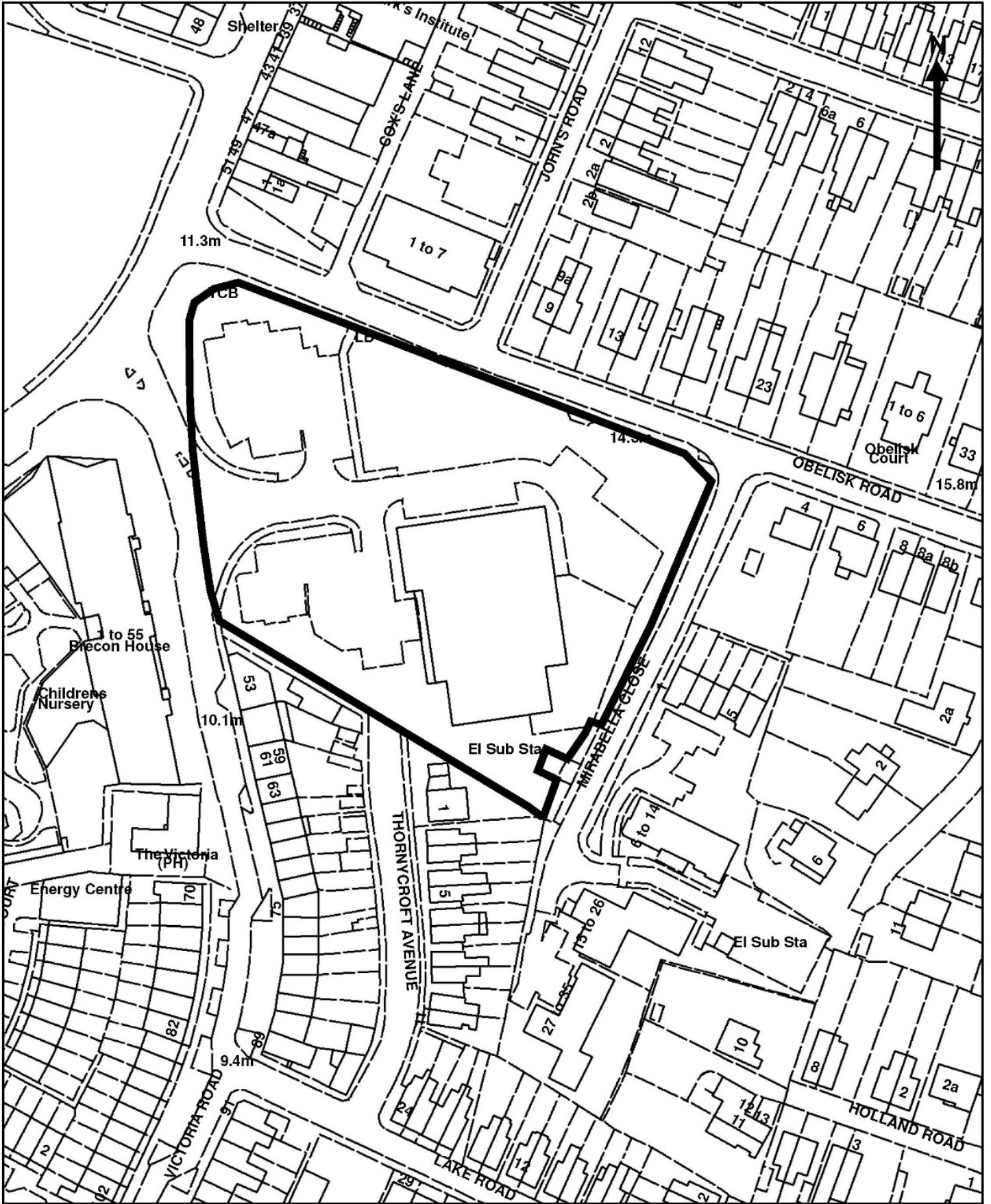
Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)



# 15/01939/FUL



Scale: 1:1,250

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